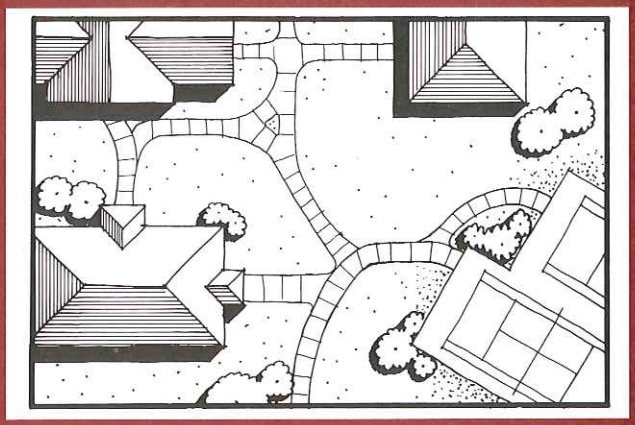
City-Wide Design Guidelines



City of Sunnyvale

City-Wide Design Guidelines

Adopted by City Council June 23, 1992

Community Development Department
City of Sunnyvale, California

Planning Division
Department of Community Development
City of Sunnyvale
P.O. Box 3707
Sunnyvale, California 94088-3707
(408) 730-7444

Credits

City Council

Patricia Castillo, Mayor
Barbara Waldman, Vice-Mayor
Stan Kawczynski
Richard Napier
Robin Parker
Frances Rowe
Larry Stone

Planning Commission

David McKinney, Chair
Terry Whittier, Vice Chair
Dianna Adair
Richard Bernhardt
John Ellison
John Miller
Jack Walker

City Staff Contributing to City-Wide Design Guidelines

Thomas Lewcock, City Manager
William Powers, Director of Community Development
Trudi Ryan, Planning Officer
David Gates, Principal Planner
Lisa Grote, Principal Planner
Gerri Langtry, Associate Planner
Marlene Majidi, Urban Design Planner
Brice McQueen, Associate Planner
Jo Ann Rouse, Associate Planner
Omid Shakeri, Associate Planner
Mimi Whitney, Associate Planner
Shétal Divatia, Planning Intern
Theresa Blake, Principle Office Assistant
Diana Perkins, Staff Office Assistant

Consultant Assistance

Ken Kay Associates

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INTRODUCTION

The economic vitality of any community largely depends upon its physical image and the quality of its environment and life. In the past two decades, the City Council and Planning Commission of Sunnyvale increasingly have been interested in improving the overall image and enhancing the aesthetic quality of the City.

In 1969 the City Council adopted the basic goals and objectives for the City's appearance. The goals and objectives were incorporated into the 1972 General Plan. The goals were general, and do not provide detailed direction on site design and architectural issues.

In 1987 the City Council placed the preparation of the Community Design Sub Element on the Legislative Calendar. The Sub Element established a set of specific City -wide urban design goals and policies. Previously, specific design guidelines had been prepared only for designated areas such as Murphy Avenue and Lawrence/101. The City Council adopted the Community Design Sub Element in 1990. Specific Guidelines will be developed for both the Mathilda Avenue Corridor and the El Camino Real Corridor. Other areas, not yet identified, may also have specific guidelines prepared.

To implement the Community Design Sub Element goals and policies, the City Council directed the development of the City-wide Design Guidelines. The City-wide Design Guidelines have been developed based on the Community Design Sub Element goals and policies and include detailed direction on site and building design issues.

The City-wide Design Guidelines mainly address development projects on private properties and are intended to:

- Enhance the overall image of the City
- Protect and preserve the existing character of the community
- Communicate the image the community desires
- Achieve a higher design quality

Sunnyvale, like many other communities in the San Francisco Bay Area, is trying to improve its physical image by increasing the design quality of development proposals. To accomplish this, proposed projects will be subject to a more systematic design review. Compliance with the basic site and building design standards of the City's Municipal Code alone will not guarantee project approvals. Acceptable proposals will have to demonstrate above average design merit as expressed in the adopted Design Guidelines.

Protecting and preserving the existing desirable features of the City against potential negative impacts of new development is another challenge that the City has been facing. Sunnyvale has the appearance of a predominately low intensity, low-rise residential community. Scarcity of vacant land has resulted in a desire on the development community's part for higher density and intensity proposals. The City-wide Design Guidelines are intended to create a balance between both protecting the existing neighborhood character and accommodating new developments.

The policies established in the City-wide Design Guidelines communicate the minimum design qualities expected from development projects. These policies are not necessarily new or more stringent than current design review policies. In fact a great number of them are presently applied in the project review process. The documentation of the policies provides project designers with a check list of areas of concern and should assist them in designing higher quality projects and provide a more powerful tool to staff in the review process. Through approved guidelines, staff is better able to direct as approved to suggest appropriate design for development.

The guidelines are a supplement to the City's Zoning Code, not a replacement. The guidelines are intended to provide more design direction than the Zoning Code, however, they establish only the minimum acceptable design standards. Higher quality standards and innovative design options are strongly encouraged by the City.

This document is divided into two segments: Non-industrial and Industrial Land Uses. The Non-industrial segment is divided into five section. Each Section addresses a major project design component: Site Design, Building Design, Parking and Circulation, Landscaping, and Service Facilities. Each Section is divided into several Sub-sections. Design policies and solutions are offered under each Sub-section. For better communication of design concerns, concepts have been illustrated when possible.

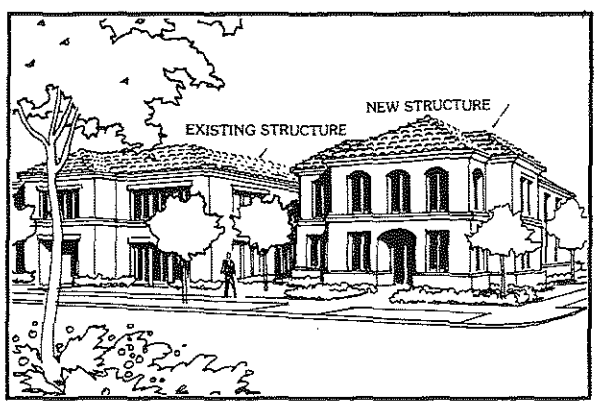
I. SITE DESIGN

New development shall adhere to the character of the existing neighborhood and be integrated into the surrounding development. New development shall not dominate or interfere with the established character of its neighborhood. Site design of projects shall be cohesive both functionally and visually.

SETTING

A1.
New projects shall be compatible with their surrounding development in intensity, setbacks, building forms, material, color, and landscaping.

A2.
Site design shall respect existing roadway patterns and driveways. Align new curb cuts with existing driveways and streets for streetscape continuity.



A3

A3.
Develop transition between projects with different uses and intensities to provide a cohesive visual and functional shift. Create transition by using appropriate setbacks, gradual building height, bulk, and landscaping.

A4.
Integrate perimeter landscaping with the landscaping of adjacent developments for streetscape continuity.

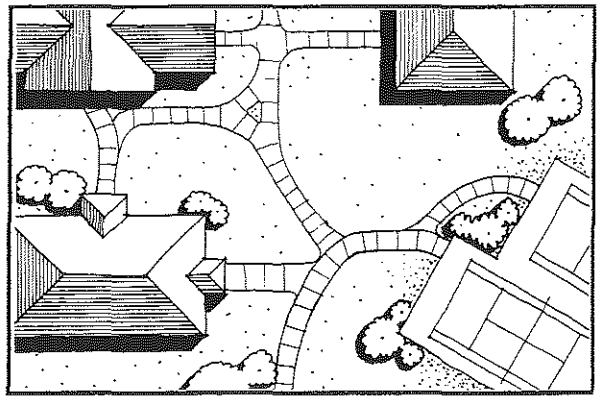
A5.
Minimize paved areas for curb cuts and parking on the street frontage of projects to maintain a continuous and attractive streetscape.

A6.
Preserve natural site features such as mature trees, creeks, views, etc. and incorporate into the site design of the new project (Tree Preservation Ordinance).

A7.
Site design of projects shall protect existing nearby heritage structures and trees.

A8.
Link on-site walkways to the public sidewalk system outside the project for ease of pedestrian access.

A9.
Provide pedestrian links between residential developments and nearby employment and shopping centers, schools and parks to encourage pedestrian activities.



A9

SITE ORGANIZATION

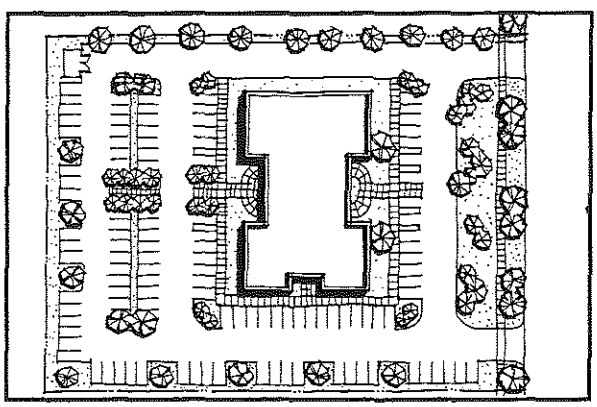
B1.
Locate site components such as structures, parking, driveways, walkways, landscaping and open spaces to maximize visual appeal and functional efficiency.

B2.
Emphasize the pleasant components of the project such as existing trees and views, and disguise its less desirable scenes such as loading and service areas through placement and design of structures and landscaping.

B3.
Siting of noise and odor generating functions on a site shall not create a nuisance for the adjacent properties.

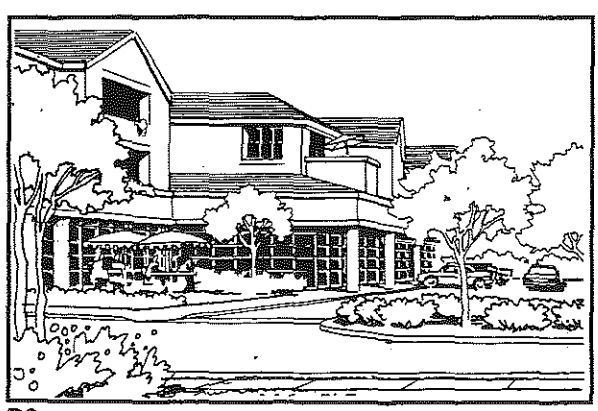
B4.
Orientation of non-residential buildings on a site shall relate to each other and to buildings on adjacent sites for aesthetic organization. The front of one building shall not face the back of another.

B5.
Do not dominate street frontage of projects by surface parking to encourage pedestrian orientation and a continuous streetscape. Limit paved areas on street frontages of non-residential developments to one double row of parking and locate the rest of the parking elsewhere on the site.


B6

B6.
Where half or more of the parking is located at the rear of a retail/office building, provide main entries in the front and rear of buildings for convenient access.

B7.
Site design of non-residential projects shall have external orientation for a positive street experience. Orient buildings toward public streets and provide view corridors into the project site. View corridors may be provided by controlling the spacing and angles of buildings on the site and by providing open vistas and plazas.


B8

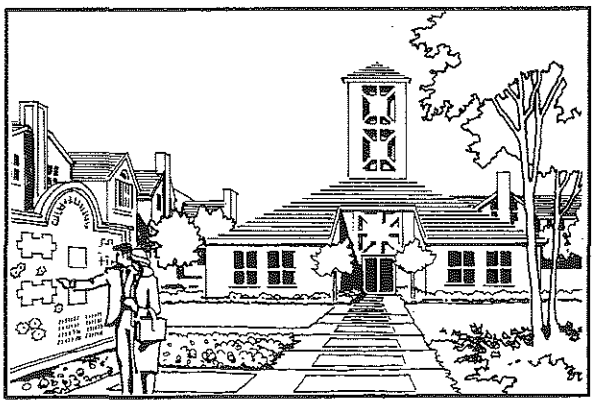
B8.
Building facades in non-residential projects shall be lively and include windows and main entries which face public streets for a pedestrian friendly environment.

B9.
Residential projects may have a primarily internal orientation for privacy, providing that the site is visually linked with its surroundings by appropriate use of landscaping and building siting.

B10.
Provide convenient and safe pedestrian and automobile access to the site from adjacent streets.

B11.
Define site boundaries by landscaping and bands of decorative paving to announce entry into the site.

B12.
Develop focal point(s) for every project to create a sense of identification. Plazas, landscaping, water features, art works, changes in pavement textures and levels, and building architectural features may be combined to create focal points.



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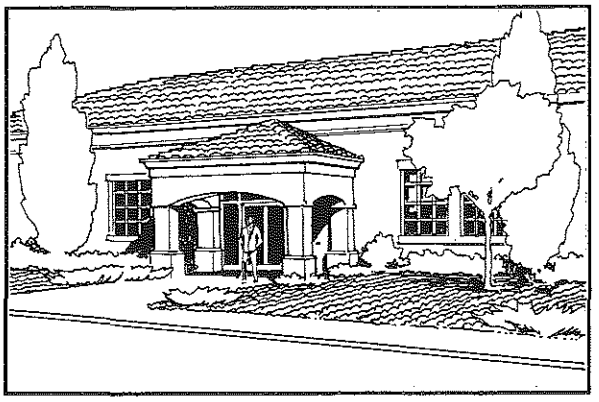
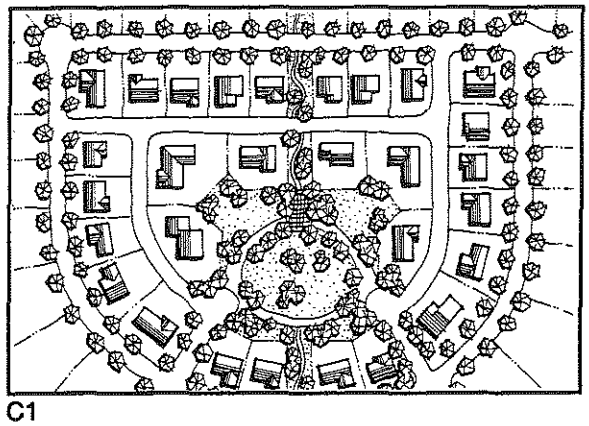
B13.
Every project shall have a main entry, defined by landscaping and other decorative features. Entries and focal points may be combined.



B13

B14.
Design multi-building residential complexes to differentiate between private, semi-private and common spaces through building placement, landscaping, gates, etc. Delineate each space for proper use and access by residents.

B15.
Design and locate a project's internal circulation pattern for maximum ease of movement and a minimum of safety hazards.


C1

B16.
Consider energy efficiency in the siting of buildings. Shading of structures along the east, west, and south walls is recommended.

OPEN SPACE

C1.
Design every project site for maximum utility of open space for ventilation, sunlight, recreation and views for both new and existing buildings.

C2.
In business parks and strip shopping centers, open space areas may be part of the focal points.

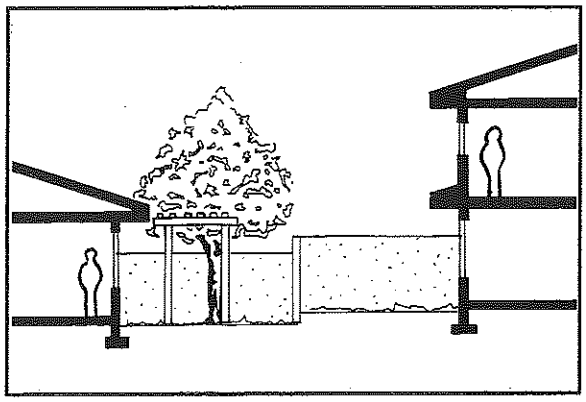
C3.
Open space areas may include benches, art, landscape, water, and hardscape features. Common open space areas shall be usable for employees' and visitors' various outdoor activities.

C4.
Provide private usable open space areas for each unit and common usable open space for all units in attached single and multi-family residential developments.

C5.
Provide an average of 300 to 500 sq. ft. of open space area per unit for every residential project. Private usable space is encouraged. Private open space includes: patios, porches, balconies, terraces, and decks. Minimum dimensions shall be 12 ft. x 17 ft. Balconies may not be smaller than 7 ft. x 12 ft., and porches and decks shall be at least 10 ft. x 12 ft.

C6.
Provide direct access from the living unit to private open space.

C7.
Private open space in one unit shall not be in the direct line of sight of other units. Privacy may be provided by means of grade changes and staggering of the balconies and patios, use of fences, walls, dense landscaping, and trellises.


C7

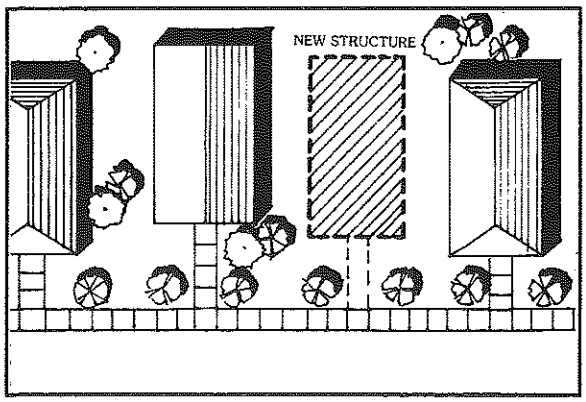
C8.
Provide direct access to common usable open space from all buildings. Common open spaces shall be usable for recreational purposes. Landscaping strips of less than 50 ft. in width between buildings do not constitute usable common open space.

II. BUILDING DESIGN

Buildings shall enhance the neighborhood and be harmonious in character, style, scale, color and materials with existing buildings in the neighborhood.

SETBACK

A1.
In non-residential areas, adjacent buildings shall have compatible front setbacks to maintain visual continuity of the streetscape. Setback infill projects in areas with different front setbacks at a distance equal to the average setbacks of buildings on either side but still meet the minimum setback requirements of the Zoning Code.



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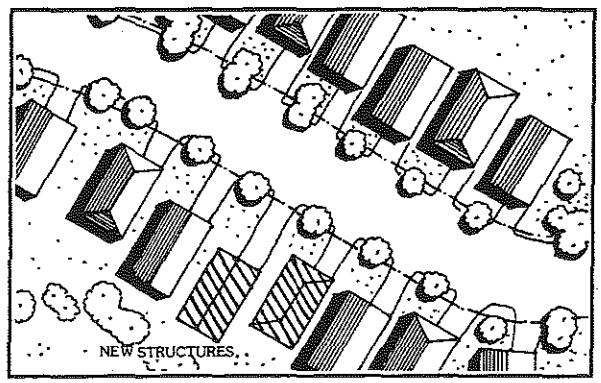

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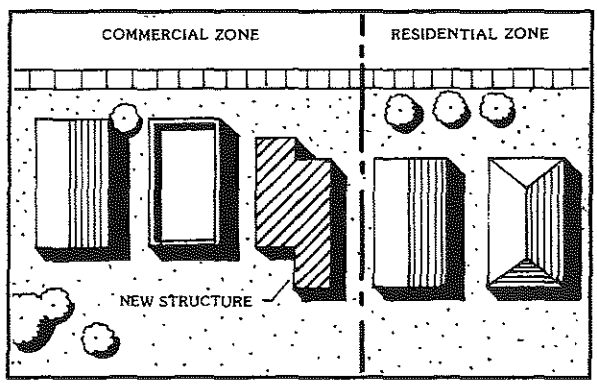

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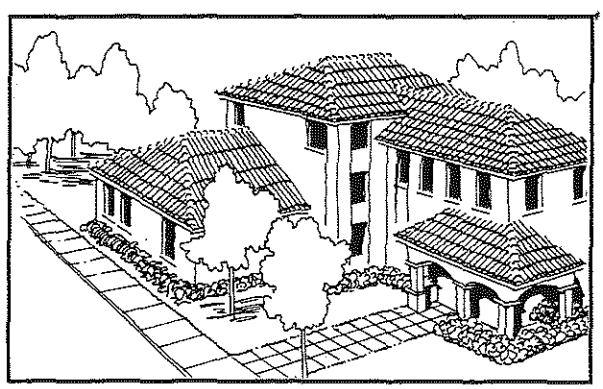
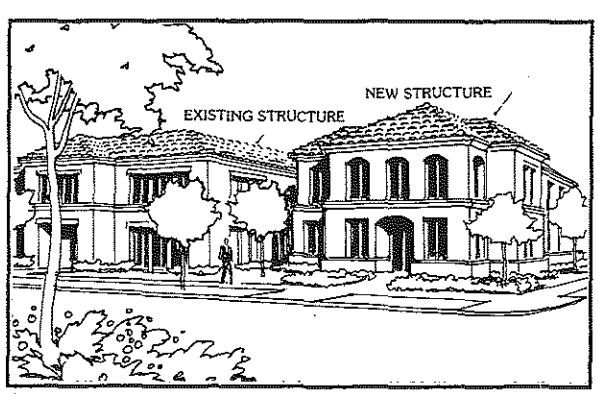

B1, B5



B4

A2.
Provide variety in front setbacks, within a reasonable range, for single family detached residences and multi-unit attached building within the same development to create diversity along residential streets.

A3.
Provide transition in setback distances for buildings in different Zoning Districts, i.e. multi-family and commercial development abutting each other, to maintain visual flow along more travelled streets.

A4.
Non-residential buildings shall have a street presence. Locate buildings as close to the setback lines as possible.

SCALE AND CHARACTER

B1.
Break up large buildings into groups of smaller segments whenever possible, to appear smaller in mass and bulk.

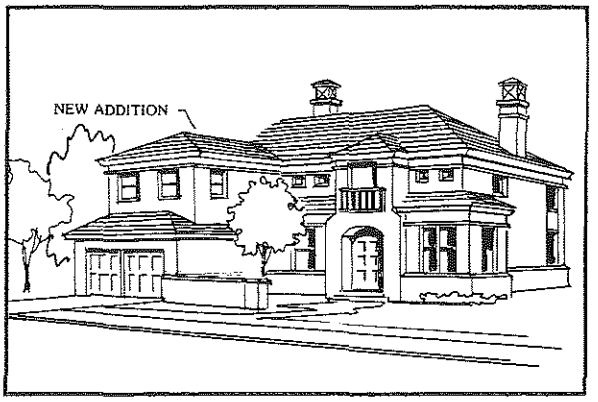
B2.
Adjacent buildings shall be compatible in height and scale.

B3.
Buildings and additions shall not shade more than 10% of the structures or open space areas on adjacent properties for proper solar access.

B4.
Buildings shall maintain similar horizontal and vertical proportions with the adjacent facades to maintain architectural unity.

B5.
Step back upper stories of building 3 stories or taller from public roads and adjacent low scale development to reduce the bulk impact.

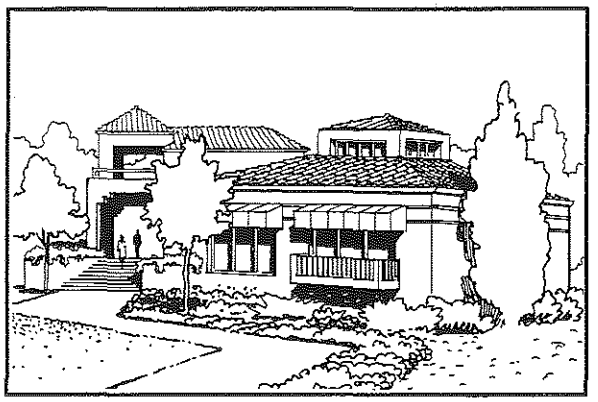
B6.
Maintain the dominant existing scale of an area. Second story additions in a predominantly one story residential neighborhood should appear as one story.



B6

B7.
Placement of windows and openings on second story additions shall not create a direct line of sight into the living space or the back yard of adjacent properties to maintain privacy.

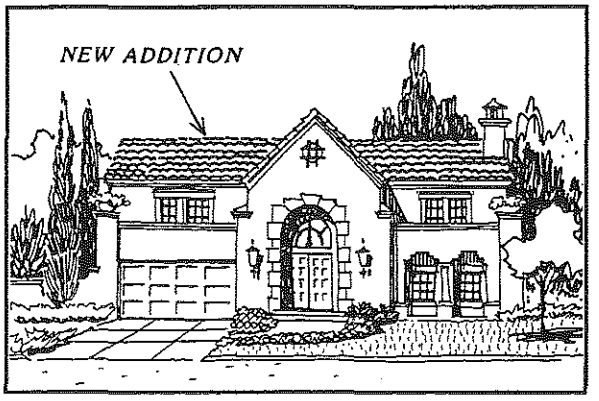
B8.
In non-residential buildings maintain visually interesting activities at the street level by placing active facades with windows and openings on the street side to promote pedestrian activities.


B9

B9.
Interrupt front facades on large structures by various architectural elements such as trellises, balconies, steps, openings, etc., about every 30 ft. to appear smaller in scale.

B10.
Choose inset, multi-pane windows over a continuous band of single pane windows, to create a sense of scale.

B11.
Maintain the scale and character of the existing main structure in building additions by retaining similar proportions and rhythm present on the main structures.



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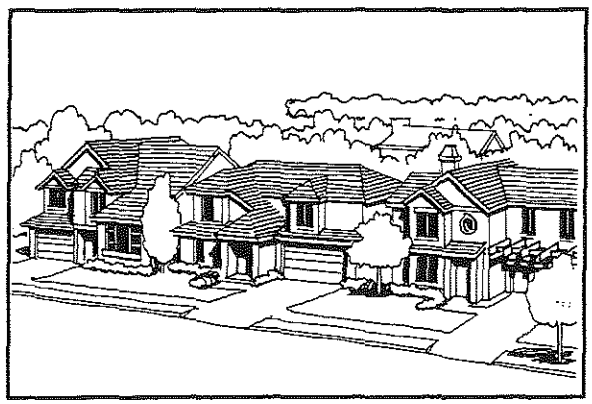


C1

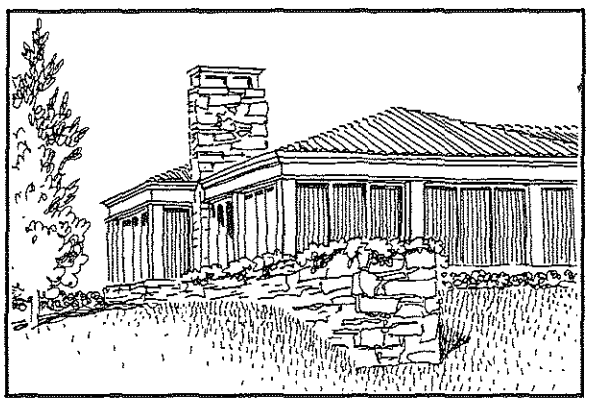
ARCHITECTURE AND DESIGN

C1.
Maintain diversity and individuality in style but be compatible with the character of the neighborhood.

C2.
In areas where no prevailing architectural style exist, maintain the general neighborhood character by the use of similar scale, forms, and materials providing that it enhances the neighborhood.

C3.
Develop a comprehensive architectural theme for multi-building complexes. Unify various site components through the use of similar design, material, and colors.

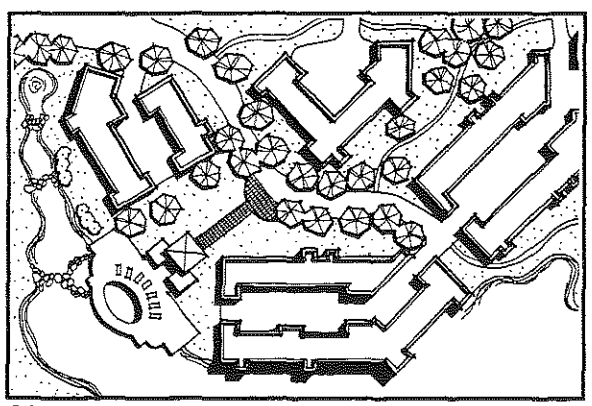
C4.
"Corporate architecture" and generic designs are not recommended. Design each project specifically with respect to its own surrounding environment.



C5

C5.
Buildings shall have three distinct components: base; middle; and, top. Define each component by horizontal and vertical articulation.

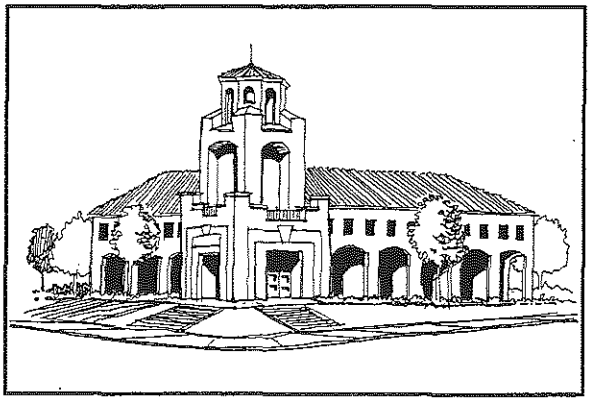
C6.
Link buildings and sites together by proper building orientation, landscaping, and similarly designed building and site components.



C6

C7.
Utilize landscaping around the perimeter of new buildings to enhance buildings, not to cover an unacceptable design.

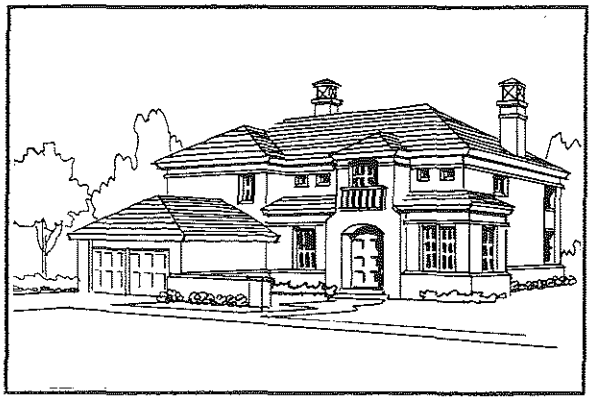
C8.
Non-residential buildings on corner lots shall demonstrate a strong tie to the public streets. Enhance street corners by special design features such as tower elements, celebrated main entrances, or landscape features. Residential buildings shall create a tie to the public streets by proper siting and by landscaping.



C8

C9.
Include decorative building elements in the design of all buildings. Add more interest to buildings by incorporating changes in wall plane and height, arcades, porticos, trellises, porches, balconies, dormers, windows, opening, etc.

C10.
Repeat design and decorative building elements in all elevations and the roof, not just in the front facade.



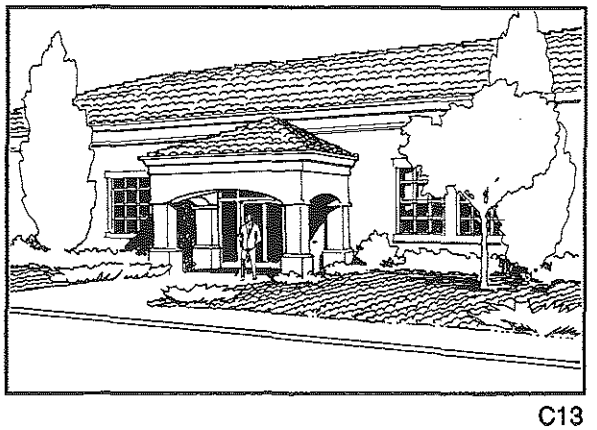
C10

C11.
Windows and openings shall be consistent with the architectural style of buildings and maintain similar proportions and rhythm with those on adjacent buildings.

C12.
Provide clear windows on street level on retail buildings to create interest for pedestrians.

C13.
Define building entries by use of human scale architectural elements such as arches, posts, awnings, etc. Orient main entries toward public streets.

C14.
Awnings and canopies shall be compatible with the building design.



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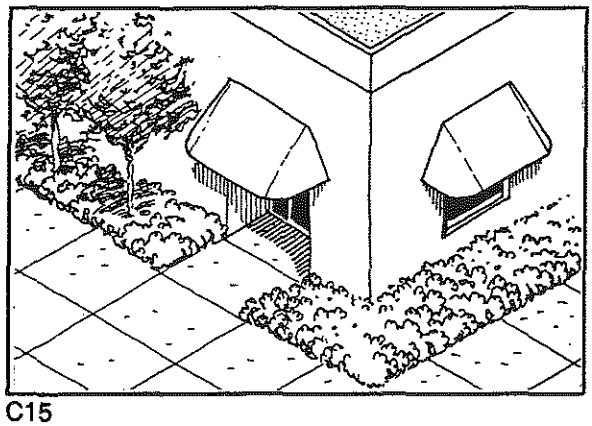
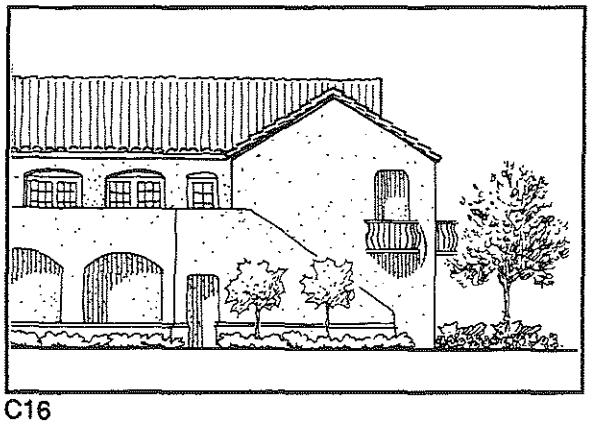


C15

C15.
Awnings shall not cover or replace facade articulation by wrapping around buildings in continuous bands. Place awnings only on top of doors, windows and other openings.

C16.
In multi-unit residential projects, cluster unit entrances in small numbers and incorporate into the architectural design of the building. Avoid long balconies and walkways on the exterior of buildings.



C16

C17.
Design fire escapes and exterior stairs, elevator shafts, and balconies as part of the building, not as separate elements.

C18.
Consider privacy in placement of windows on adjacent structures in residential areas. Stagger windows, use high, frosted, or no windows where privacy is a concern.

C19.
Orient primary living areas in residential buildings toward private open space and views.

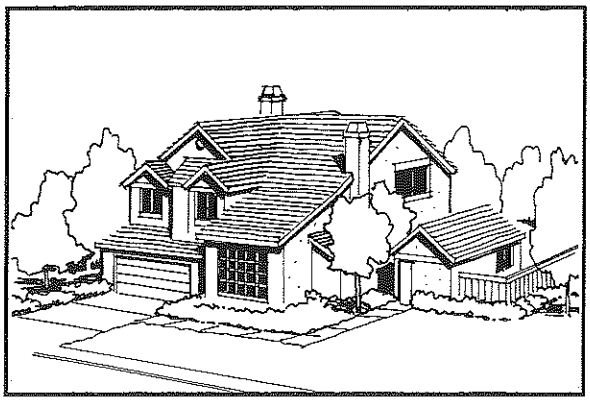
ACCESSORY UTILITY BUILDINGS

D1.
Accessory buildings must comply with the requirements of Section 19.40.042 of the Municipal Code.

D2.
Do not locate accessory buildings in front setback areas between the main structures and public streets.

D3.
The style, material, and color of accessory buildings visible from public streets shall be the same as those of the main structures.

D4.
Accessory buildings shall be proportional to the main structures in size and bulk. Avoid dominating site areas by accessory buildings.



D3, D4

D5.
Carport design, materials, and colors shall be the same as main buildings. Enclose side elevations of carports to screen support columns on both ends.

D6.
Where carports back up to public streets or public view, provide rear carport walls to screen cars.

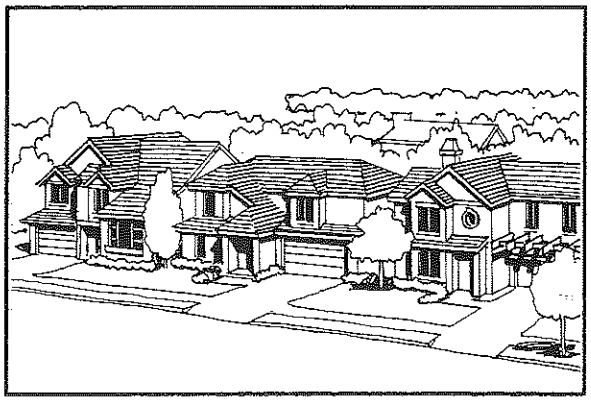
D7.
Include facias in carport roof design to screen support beams and trusses.

D8.
Carport roofs shall mimic roof design of the main building.

D9.
Support columns shall be proportional to the structure in carports (match stick columns are not acceptable).

ROOF

E1.
New roofs shall be consistent in form and shape with the dominant roof form in the neighborhood.



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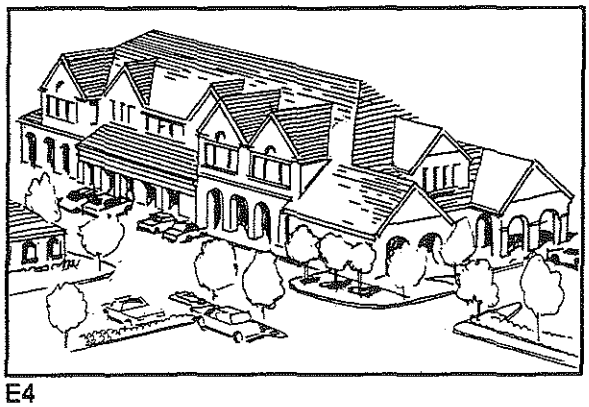
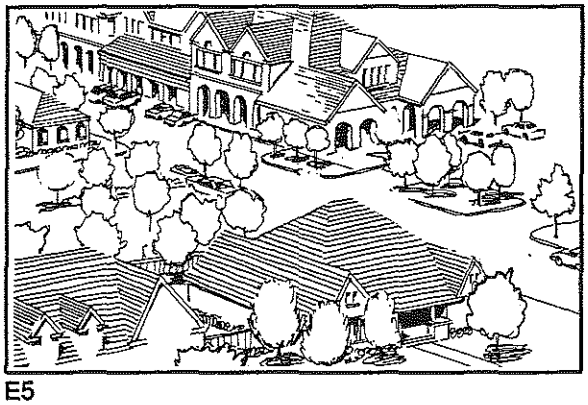


E4

E2.
Retail and commercial buildings in, or adjacent to residential neighborhoods, with predominantly gabled roofs, shall have gabled roofs to create a residential scale and character.

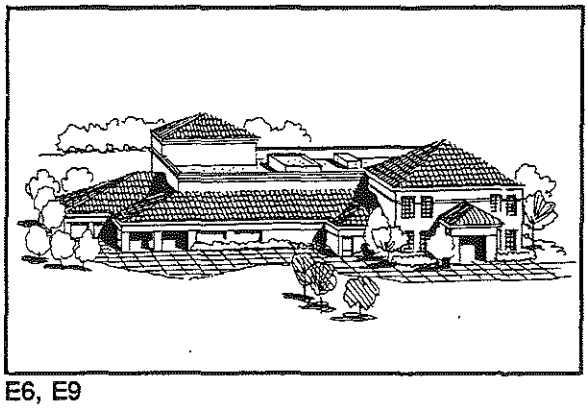
E3.
Long horizontal roof lines are not acceptable. Interrupt roof line by architectural treatment and features. The maximum allowable unbroken roof line is 30 feet.



E5

E4.
Vary roof levels and forms on a large building to create diversity and to decrease the apparent scale of the building.

E5.
Include roofs on all elevations, not just on the front facades of buildings. Roof forms shall express entrances to buildings.

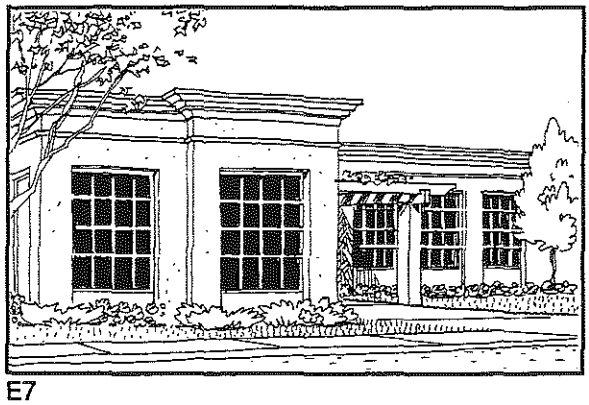


E6, E9

E6.
Roofs shall be an integral part of building design. False mansard roofs are not acceptable.

E7.
Include architectural elements such as projecting cornices in design of flat roofs to define the edge of the roof.

E8.
Standing seam metal mansard roof design is strongly discouraged.



E7

E9.
Parapets and roof screens shall be integrated architecturally into building designs. Placement, material, and color of roof screens shall not impact the building architecture or roof form.

E10.
Obtain a true shadow effect where non-wood shingles are used by using materials with more depth and texture.

MATERIAL AND COLOR

F1.
Develop a comprehensive material and color scheme for each project to tie in the various parts of the project. Choose variety of colors and materials to add interest to buildings.

F2.
Avoid large expanse of smooth surfaces such as concrete or glass. Use materials with a sense of scale and texture.

F3.
Avoid large expanse of highly reflective surfaces and mirror glass exterior walls to prevent heat and glare impacts on the adjacent public streets and properties.

F4.
Choose high quality materials and paint to prevent degradation and for ease of maintenance.

F5.
Use wrought iron, cast iron, or high quality wood for decorative features and trims.

F6.
Coordinate exterior colors of adjacent structures on the same or adjacent sites.

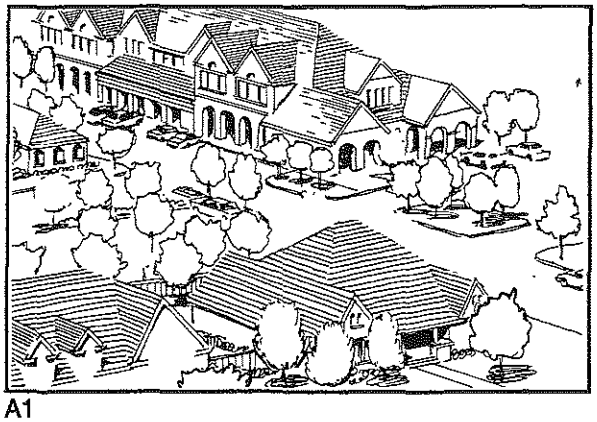
F7.
Use strong, bright contrasting colors for ornaments and accent only.

F8.
Coordinate color and material of building additions with those of the principal structure.

F9.
Wall and ground sign design, material, and color shall be compatible with the principal building on the site.

III. PARKING AND CIRCULATION

Project site shall be conveniently accessible to both pedestrians and automobiles. Sufficient off-street parking shall be provided for every project. On-site circulation patterns shall be designed to adequately accommodate traffic. Potential negative impacts of parking areas on adjacent uses shall be minimized and mitigated.

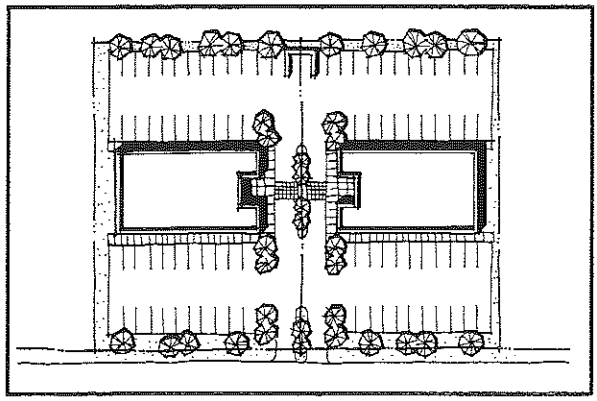

A1

GENERAL

A1.
Minimize the use of surface parking in large office complexes and multi-family developments to preserve open space and reduce visual effects. Below grade parking facilities are encouraged.

A2.
When surface parking is unavoidable, cluster parking spaces into small parking areas, dispersed around the site, to avoid large paved expanses.

A3.
Limit curb cut entries into project sites to maintain sidewalk and streetscape continuity. Shared driveway access on adjacent non-single family properties is encouraged.



A3

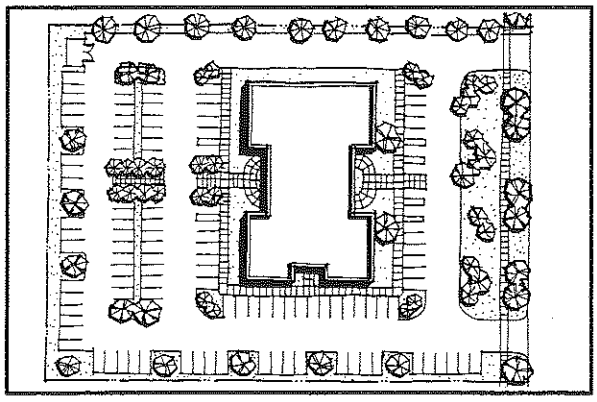
A4.
Design internal driveways for safety and convenience. For dimensional standards and requirements on driveways and parking spaces refer to Section 19.48.210 of the Zoning Code.

A5.
Appropriately stripe parking stalls to indicate handicapped and compact spaces.

A6.
Avoid parking in required setback areas to maintain landscape strips along project boundaries.

A7.
Separate pedestrian and automobile traffic paths, and minimize conflict areas for safety.

A8.
Provide walkways to connect parking lots to building entrances. Define walkways by landscaping, lighting and paving.



A8

A9.
Large developments shall provide sufficient bicycle parking and covered lockable racks close to building entrances.

A10.
Long term storage of recreational vehicles and boats on front driveways of residential buildings is discouraged to avoid visual impacts on the neighborhood. Covered permanent parking areas/storage areas are recommended.

A11.
No more than 50% of the front setback area cam be paved for driveways in single family residential projects (Section 19.40.60) to maintain landscaping along residential streets.

PARKING STRUCTURES

B1.
Large Commercial parking structures are not recommended in, or adjacent to, detached single family residential areas.

B2.
Incorporate both horizontal and vertical articulations in visible facades of parking structures to reduce bulk and mass problem.

B3.
Elevation designs shall maintain similar proportions and rhythm of architectural elements with those on adjacent buildings for architectural harmony.

B4.
Utilize the street level of parking structures for retail uses, or screen by dense landscaping and berming for visual relief.

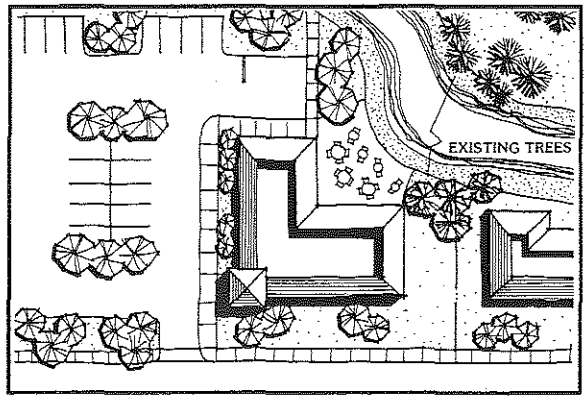
IV. LANDSCAPING

Landscaping shall be used to enhance sites and buildings, control climate and noise, create transition between adjacent uses, unify various site components, and define and separate functions and activities.

GENERAL

A1.
Landscape design shall demonstrate a concept and link various site components. Placement and type of plant materials shall relate to the site and buildings.

A2.
Preserve and incorporate existing natural features, particularly trees, on a site into the landscape design of projects (Tree Preservation Ordinance).



A2

A3.
Use of a Certified Arborist or landscape architect to protect existing trees during construction is encouraged.

A4.
Properly landscape all areas not covered by structures, driveways, and parking.

A5.
Landscaping shall always consist of live plant material. Use of colored rock, wood bark, and gravel in place of landscaping is not acceptable.

A6.
Choose a variety of plant material with different textures and colors. Use water-wise plant material, as specified in the Landscape regulations.

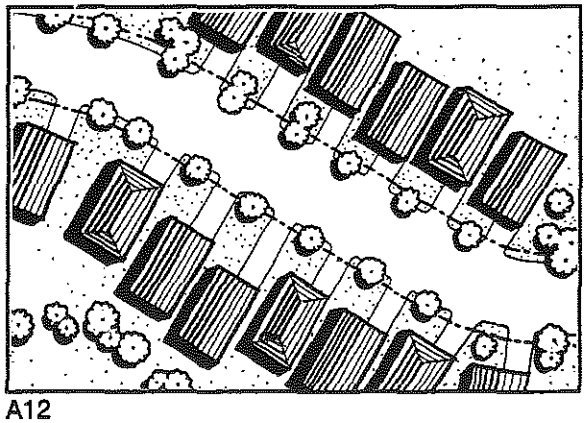
A7.
Install a minimum of one tree for every 300 sq. ft. of landscaping. Minimum tree size is 15 gallon (Section 19.46.050i). Certain percentage of trees shall be specimen size.

A8.
All shrubs shall be a minimum of 5 gallons. One gallon size shrubs may be used for accent planting and ground cover (Section 19.46.050i).

A9.
Landscaping shall always combine trees and shrubs with living ground cover.

A10.
Use of appropriate native vegetation is encouraged. Use water conserving plant material in 70% of all landscaped areas.

A11.
Install permanent irrigation system in all required landscaped areas except in single family and duplex residences (Section 19.46.50g).


A12

A12.
Install street trees along street side of projects according to the Department of Public Works requirements.

A13.
Incorporate design and location of walls and fences into the landscape design of projects.

A14.
Focal points and highly visible areas of the site shall receive special landscape treatment.

A15.
Incorporate all site furniture including planters, tree grates, newspaper racks, and light fixtures into the landscape design of projects.

A16.
Site furniture and light fixtures shall follow the same design concept as the major structures on the site.

A17.
Always enhance automobile and pedestrian traffic paths by landscaping.

PERIPHERAL

B1.
Provide a minimum of a 15 ft. wide landscape strip along the public street side of all developments, except for single family residences (Section 19.46.50c). Landscape strips of more than 15 ft. are strongly encouraged to enhance public streetscape.

B2.
Provide a minimum of a 4 ft. wide landscape strip along the sides and rear of all projects, except for single family detached residences and duplexes (which have different requirements).

B3.
Provide a minimum of 10 ft. wide landscape strip, plus a decorative masonry wall at least 6 ft. high, between all non-residential development and abutting residential uses (Section 19.46.50e).

INTERNAL

C1.
Provide landscaped areas equal to approximately one fourth of the total square footage of each dwelling unit, per unit in all residential developments except for single family detached and duplexes (Section 19.46.50a).

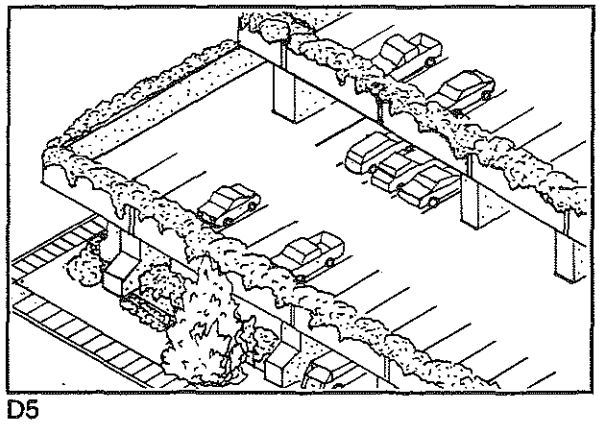
C2.
Provide landscape areas equal to a minimum of 12.5% of the floor area in all commercial development (Section 19.46.50a).

PARKING LOT

D1.
Adequately landscape all parking areas to reduce the effects of heat and glare from paving, and for visual relief.

D2.
Fully screen parking lots adjacent to public streets by landscaping and berming. Screening shall be at least 3.5 ft. high at the street level and must by at least 15 ft. wide.

D3.
Provide a combination of a 15 ft. wide landscaping strip and a 6 ft. high decorative wall in parking lots abutting a residential use, or across the street from a residential use.


D5

D4.
Fully screen below grade parking from public view at street level by landscaping and berming.

D5.
Landscaping may be incorporated into the design of parking structures to soften the facades and to screen cars.

D6.
Driveway entrances shall receive special landscape treatment to break up paving expanses and to define the site entrance.

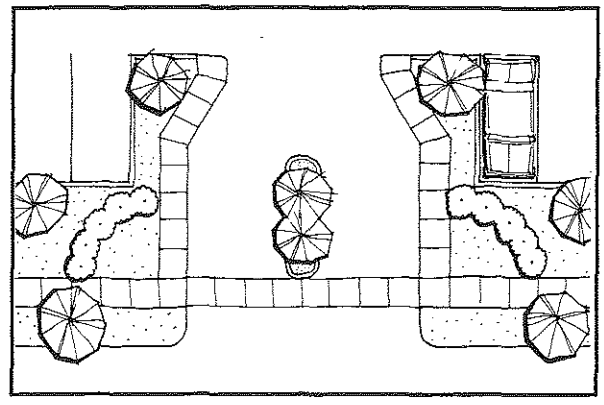
D7.
Landscape at least 20% of the parking area (Section 19.46.50d).

D8.
Provide landscape islands all through parking lots. Islands shall be minimum of 6 ft. wide and shall be continuous between double rows of parking spaces.

D9.
Provide a minimum of one tree for every 7 parking stalls (Section 19.46.050d). Always combine trees with shrubs or ground cover in islands.

D10.
Landscape islands are preferred to tree wells. Where tree wells are provided, they shall be a minimum of 5 ft. by 5 ft. in dimension (Section 19.46.050d).

D11.
A minimum 6 in. high poured-in-place concrete curb shall be provided around all landscaped areas to protect landscaping from automobiles (Section 19.46.050d).



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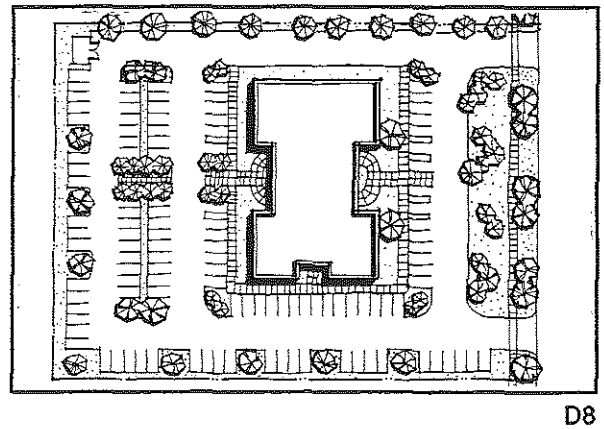


D8

FENCES AND WALLS

E1.
Fences and walls shall be compatible in style and material with the main structures on a site.

E2.
To avoid the monotony of long solid walls and fences around the perimeter of projects, variation in height, texture, and color is recommended.

E3.
Signs, lights, and other street furniture incorporated into the design of fences and walls are encouraged.

E4.
For front yard fences in residential areas, open decorative type fences, such as picket, post, and rail are preferred.

E5.
Privacy fences over 6 ft. high in residential areas shall consist of lattice work for that portion of fence being over 6 ft. high.

E6.
Chain link and barbed wire fences are not allowed in residential areas. In non-residential areas chain link fences are acceptable on school grounds and within parks.

E7.
Screening devices shall always be made of opaque materials such as wood or masonry blocks.

E8.
Fences and walls used for noise control shall be made of materials most suited for noise reduction, and which minimize reflective sound.

E9.
Security fences and gates shall be of an open type to allow for maximum visibility of the secured area. Wrought iron and cast iron fences are recommended for security fences and gates for all uses.

V. SERVICE FACILITIES

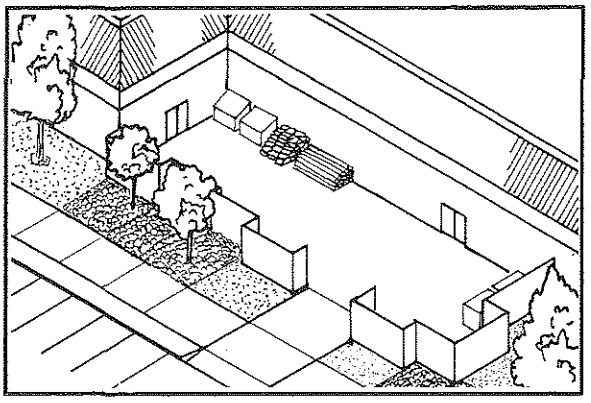
Service areas shall be designed and located for maximum function and minimum impact on adjacent uses.

GENERAL

A1.
Locate service areas and drives away from public streets and nearby residential uses. Place service facilities in the least visible areas.

A2.
Provide convenient access for all service and emergency vehicles. Separate service drives from other on-site circulation patterns when possible.

A3.
Fully screen all service facilities from the public street and adjoining properties.


A3

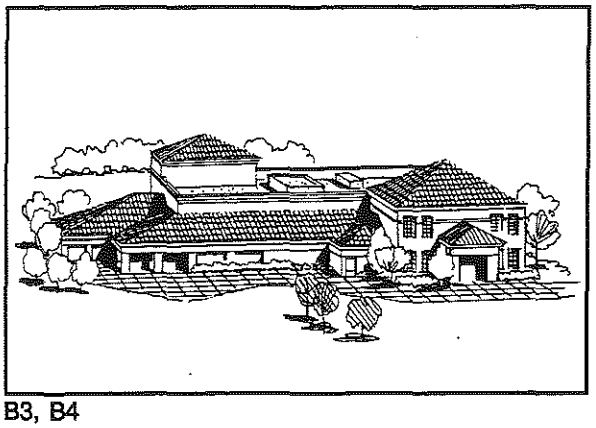
A4.
Screening devices shall have a similar design and material to the main structures on the site, and shall be incorporated into the site design of the project.

A5.
Fences, walls, dense landscaping, berming, or any combination of the above, may be used to screen service areas and facilities.

MECHANICAL EQUIPMENT

B1.
Avoid locating mechanical equipment in front setback areas between the public street and buildings (Section 19.40.30).

B2.
Locate mechanical equipment far enough from adjacent properties to not cause noise problem. Noise level at property line may or adjacent to residential areas and 75dBA in commercial areas.

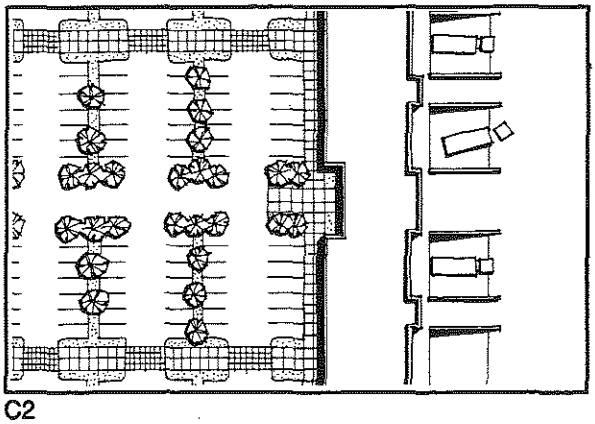

B3, B4

B3.
Fully screen roof top equipment by parapet walls or a roof well on all four sides.

B4.
Avoid individual screening of a group of equipment on a single roof. Contain all equipment within same roof screen.

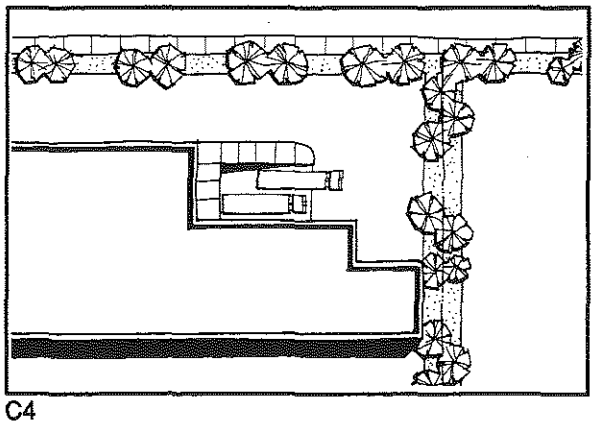
LOADING

C1.
Provide loading areas in all non-residential development according to requirements of Section 19.48.270 of the Zoning Code.


C2

C2.
Keep loading areas clear of automobile and pedestrian traffic (Section 19.48.280). Provide adequate facilities for loading activities for loading activities and truck traffic to minimize disturbance of other functions on the site.

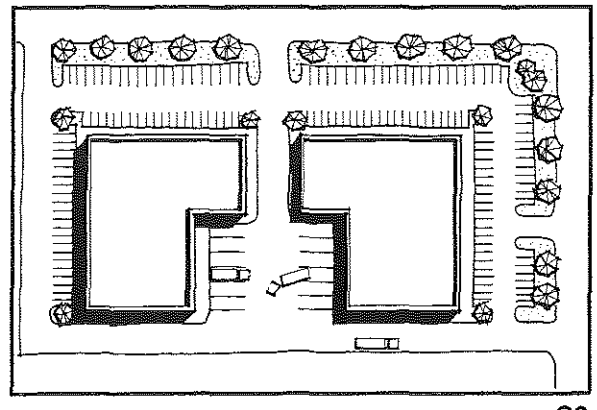
C3.
Loading areas may not be adjacent to, or be visible from, residential uses.


C4

C4.
Loading docks and doors shall not face or be visible from public streets (Section 19.48.290).

C5.
Integrate loading door design into the design of the building. Avoid using poor quality materials and odd colors for roof-up doors.

C6.
Concentrate loading docks and doors on one side of the building. In multi-building complexes, provide an internal service yard where all loading activities take place.


C6

C7.
Outdoor storage of goods is not allowed. Store all goods within designated enclosed storage areas.

LIGHTING

D1.
Light fixture design shall be compatible with the design and the use of the principal structure on the site.

D2.
Incorporate placement of light fixtures into the landscape scheme of the project. Show location and type of all exterior lights on the landscape plans.

D3.
Height of the light poles shall be appropriate for the project and the surrounding environment. Height of the light poles shall not exceed the main building height.

D4.
Use ballard type luminaries, maximum of 8 ft. high, for pedestrian and residential areas. Parking lot light poles shall not exceed 16 ft. in height.

D5.
Shield light sources to prevent any glare or direct illumination on public streets or adjacent properties.

D6.
All area lights shall be energy efficient type (High Pressure Sodium or equivalent).

D7.
All on-site pedestrian and automobile traffic areas shall be well lit for safety and security.

TRASH ENCLOSURE

E1.
All multi-family projects of 4 or more units and all non-residential developments shall provide for adequate storage of trash and recyclable materials in containers in enclosed areas (Section 19.46.040b).

E2.
Trash enclosures shall be conveniently accessible by collection trucks. Access driveways shall be a minimum of 16 ft. in width.

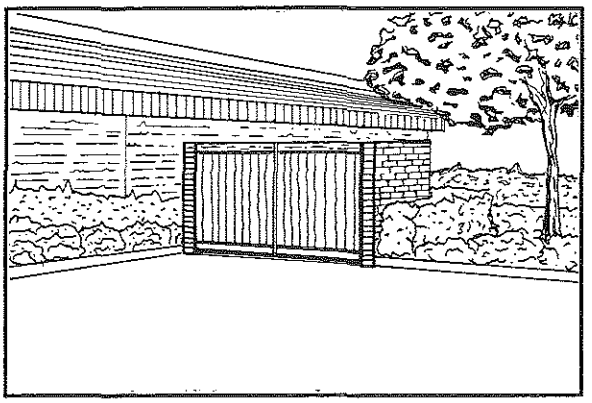
E3.
Enclosures shall not be located in setback, landscaped or parking areas (Section 19.46.040j).

E4.
Provide adequate turnaround areas for collection trucks on non-through streets.

E5.
Provide a concrete pad in front of and within enclosures to prevent damage to pavement.

E6.
In multi-family developments, locate enclosures within 250 ft. of each unit for users convenience (Section 19.46.040k).

E7.
Trash enclosures must screen trash containers on all 4 sides. The height of enclosures shall fully screen the containers and shall be a minimum of 6 ft. high.


E7

E8.
In multi-family developments, provide a roof for enclosures when visible from any upper story.

E9.
The style, material, and color of enclosures shall be similar to those of the main structure.

E10.
Enclosures shall be made of masonry and match the main building in finish and color in Commercial Zones. Residential enclosures may be wood, painted to match the main building.

E11.
Steel enclosure gates in commercial areas and wood enclosure gates in residential zones are required as a minimum standard.

Zoning Code References

19.40.030 Building heights increased

19.40.060 Limitation on paved surfaces in R-0 and R-1 Districts - required front yard

19.46.040 Recycling and trash enclosures

19.46.050 Landscaping and usable open space

19.48.210 Parking area standards

19.48.230 Driveways

19.48.250 Parking not served by aisle

Glossary

Activity	The movement of people walking, playing, window shopping, shopping, dining, etc., adding interest and excitement to areas of the city.
Articulation	Variations in the depth of the building plane which break up monotonous walls and create interesting patterns of light and shadow.
Buffer	A transition area between two land uses.
Bulk and Mass	The more surface area of a building seen at one time, the more "bulky" a building will appear to be. Further, the more a structure extends above its surrounding, the more likely it will be perceived as being "massive". Both elements, surface area and height, are necessary to create an impression of bulk. Both are also relative measures and depend on the mass of surrounding development.
Character	Special physical characteristics of a structure or area that set it apart from its surrounding and contribute to its individuality.
Cluster	An assemblage that concentrates in specific areas.
Compatible	Elements or buildings that are in harmony with their surroundings and retain an individual identity while being perceived as part of a homogenous whole.
Continuity	Continuity depends on the treatment of transitions and the joints between house and ground, corners, gateways between spaces and decision points on a pathway. Transitions are often the most noticeable feature at the outdoor scale. They must be articulate if the spaces are to be readable and coherently jointed. (Lynch)
Density	Number of form elements per area.

Design Criteria	A set of functional and aesthetic standards formulated to serve as a basis for the evaluation of design proposals.
Districts	Areas of a City which have a unique character which is identifiable as different from surrounding areas because of distinctive architecture, streets, culture, landmarks or the type of activities and land uses.
Diversity	Elements that are different from one another and have various forms of qualities.
Goal	A statement of public purposes that establishes a general direction of effort on a comprehensive city-wide level and indicates the ends to be achieved by various actions.
Identity	A quality of sameness that makes a city, place or building unique and gives it a distinguishing character.
Image	The mental picture of a city or place taken from memory and based on subjective experience.
Integrated Design	Design elements appearing to have some relationship to the other elements.
Linkage	Two kinds: one links each space to another, the other links the activities. The relationship of each should be clarified to encourage flow.
Lively Facade	Active facade with openings.
Objectives	A situation that us capable of both measurement and attainment, and instrumental in the realization of goals. Objectives range in focus from general city-wide concerns to specific district proposals.
Open Space	An area that is intended to provide light and air, and is designed for either environmental, scenic or recreational purposes.
Open Space (Usable)	An outdoor or unenclosed area on the ground or on a roof, balcony, deck, porch, pool area, patio or terrace designed and accessible for outdoor living, recreation, pedestrian access or landscaping, excluding parking facilities, driveways, utility, service or storage areas.

Opportunity	A situation wherein impending physical change or solutions to critical problems presents a chance to achieve a particular objective.
Orientation	An understanding or position relative to other. A space composed by proper oriented elements has a certain order.
Path	The channels along which the observer customarily, occasionally, or potentially moves. They may be streets, walkways, transit lines, canals, railroads. (Lynch)
Plaza	A general course of action leading to the realization of goals and objective, and indicating priorities to serve as a guide for decision making.
Policy	A general course of action leading to the realization of goals and objectives, and indicating priorities to serve as a guide for decision making.
Proportions	Functional and decorative elements that are in scale with each other.
Rhythm	A repetition of architectural features.
Scale	The relative relationship in size of buildings and other objects to one another.
Sense of Arrival	A final destination within the sequence.
Sense of Entry	A gateway where one moves from outside to inside, an arrive zone.
Sense of Identification	A sense of uniqueness. Visual forms that will make it distinguishable from its surroundings.
Street Presence	To tie-in with or be a part of streetscape.
Transition	The passage from one condition to another.

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